

## **EXHIBIT 7**

# Crash Test Offset

Compared to Accident

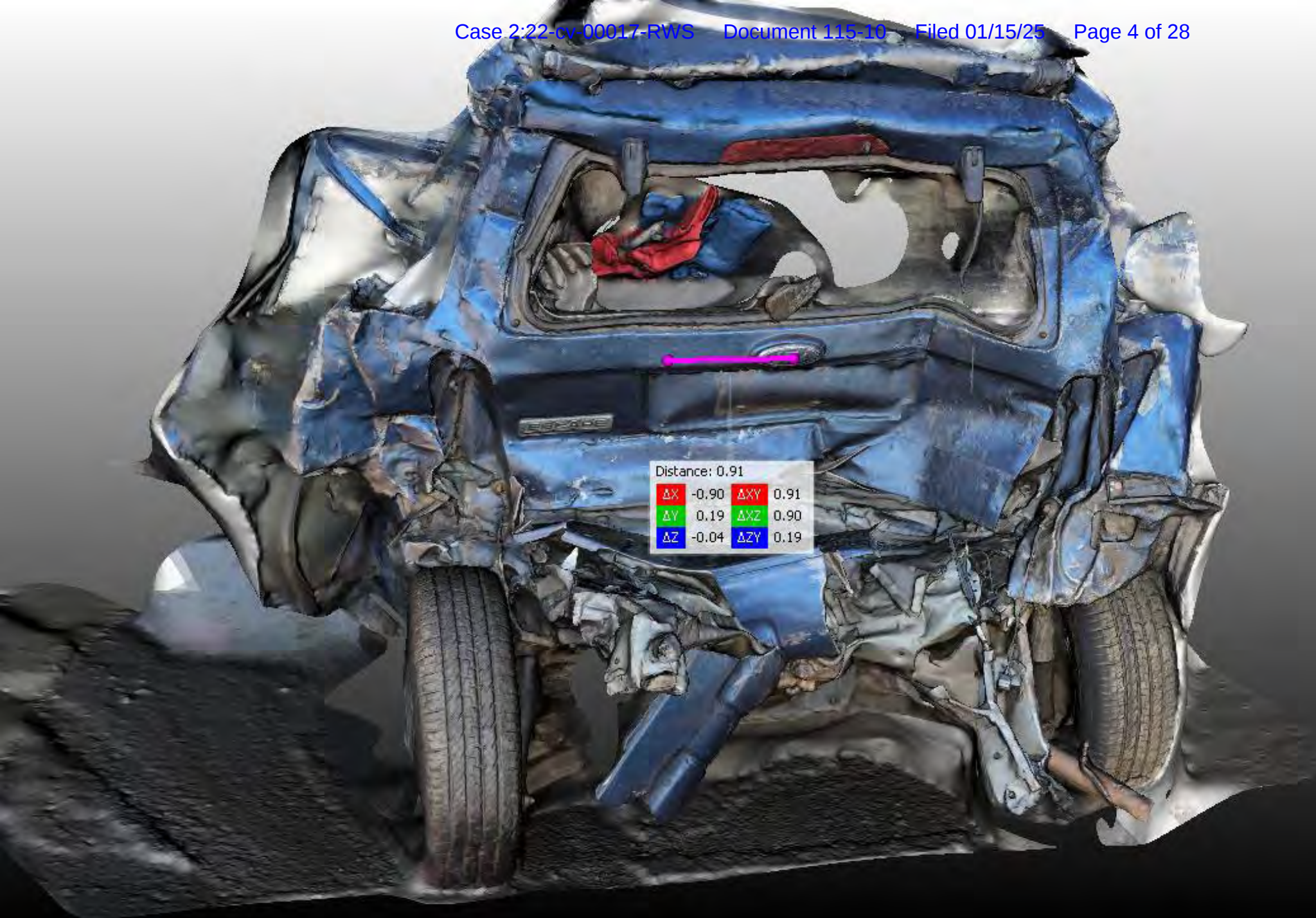


Distance: 0.91

$\Delta X$	-0.90	$\Delta XY$	0.91
$\Delta Y$	0.19	$\Delta XZ$	0.90
$\Delta Z$	-0.04	$\Delta ZY$	0.19

BRYSON 009445





**BRYSON 009446**







**BRYSON 009447**





**BRYSON 009448**

# Offset Summary

Method	Difference
1] Photomodels	4.7"
2] Photogrammetry	4.9"
3] Crash test photos scaling	4.1" to 6.1"

# Logo Position Overview

Accident Escape and Crash Test Escape





BRYSON 009451





**BRYSON 009452**





BRYSON 009453





BRYSON 009454





BRYSON 009455





BRYSON 009456



# Method 1: 3D Photomodels

$\Delta$ Logo = 4.7 inches



$\Delta x = 1.37$  ft

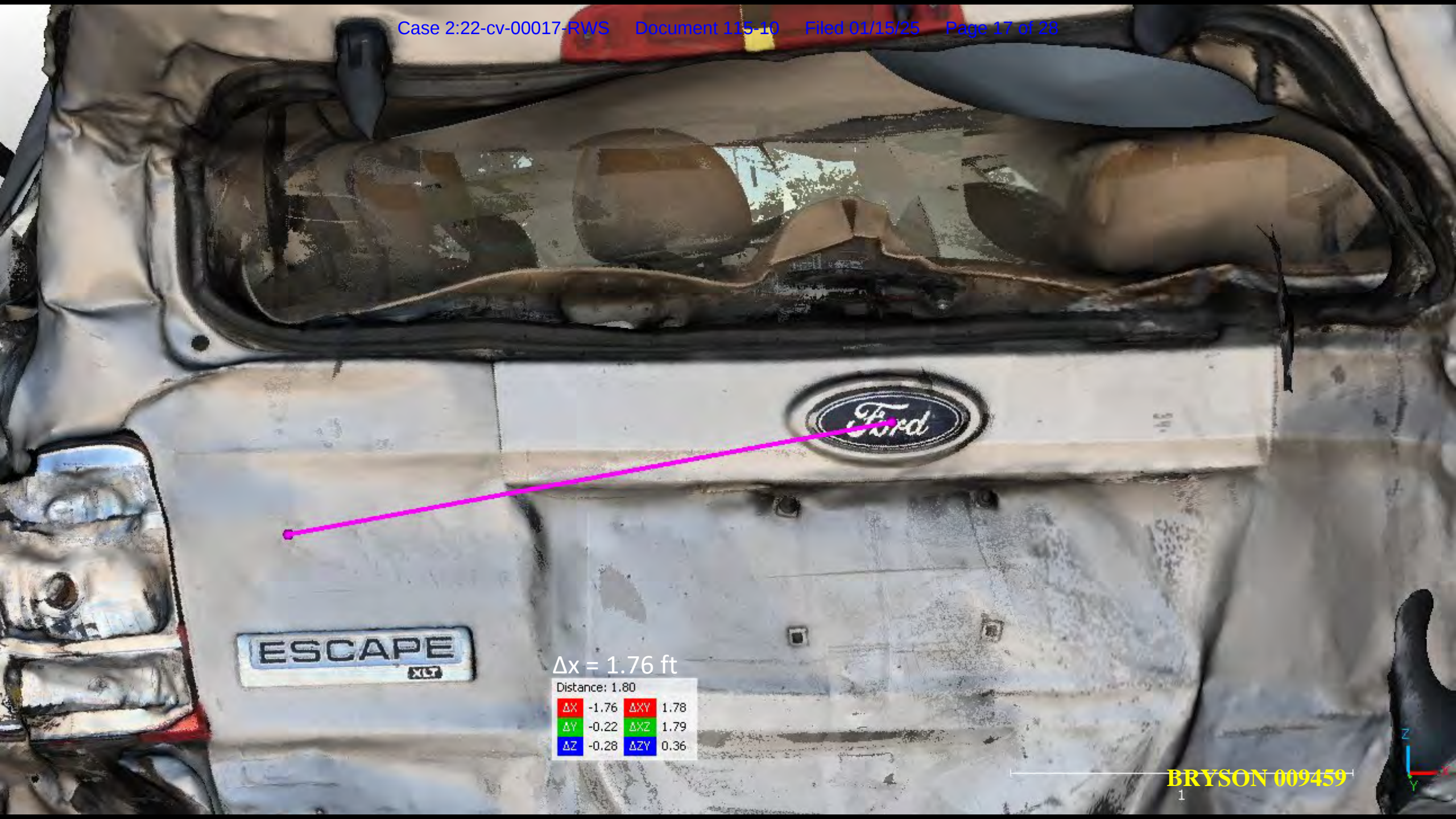
Distance: 1.39

$\Delta x$	-1.37	$\Delta xy$	1.38
$\Delta y$	0.20	$\Delta xz$	1.37
$\Delta z$	0.10	$\Delta zy$	0.22

0.85 BRYSON 009458







ESCAPE  
XLT

$\Delta x = 1.76$  ft

Distance: 1.80

$\Delta x$	-1.76	$\Delta xy$	1.78
$\Delta y$	-0.22	$\Delta xz$	1.79
$\Delta z$	-0.28	$\Delta zy$	0.36

BRYSON 009459



# Method 2: Photogrammetry

$\Delta$ Logo = 4.9 inches

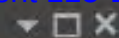




BRYSON 009461



Photo1 : 12327ph\_0373 : 14%



3D



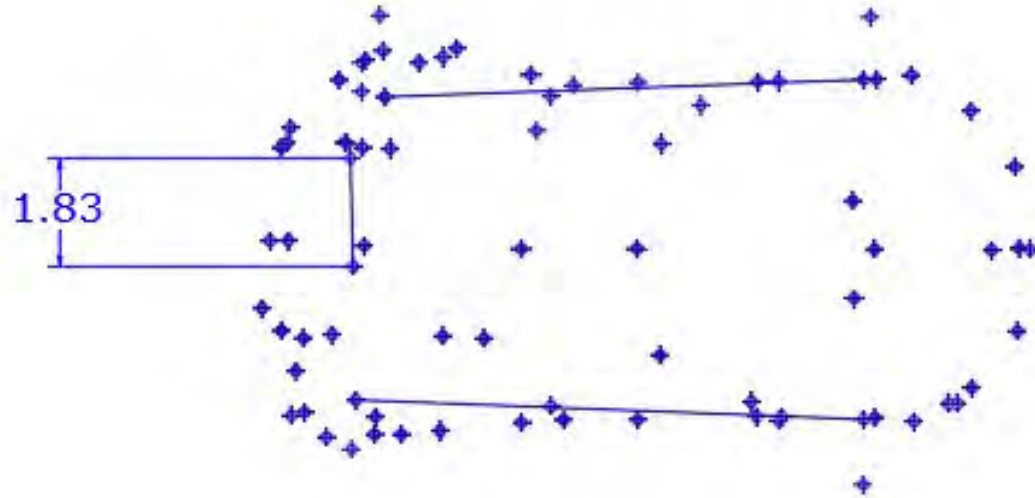
Visibility



BRYSON 009462

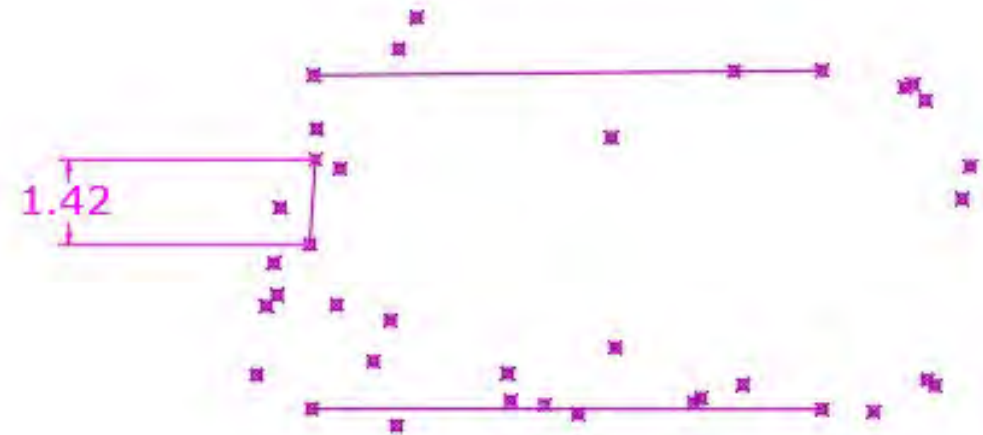


## Crash Test



$$\Delta x = 1.83 \text{ ft}$$

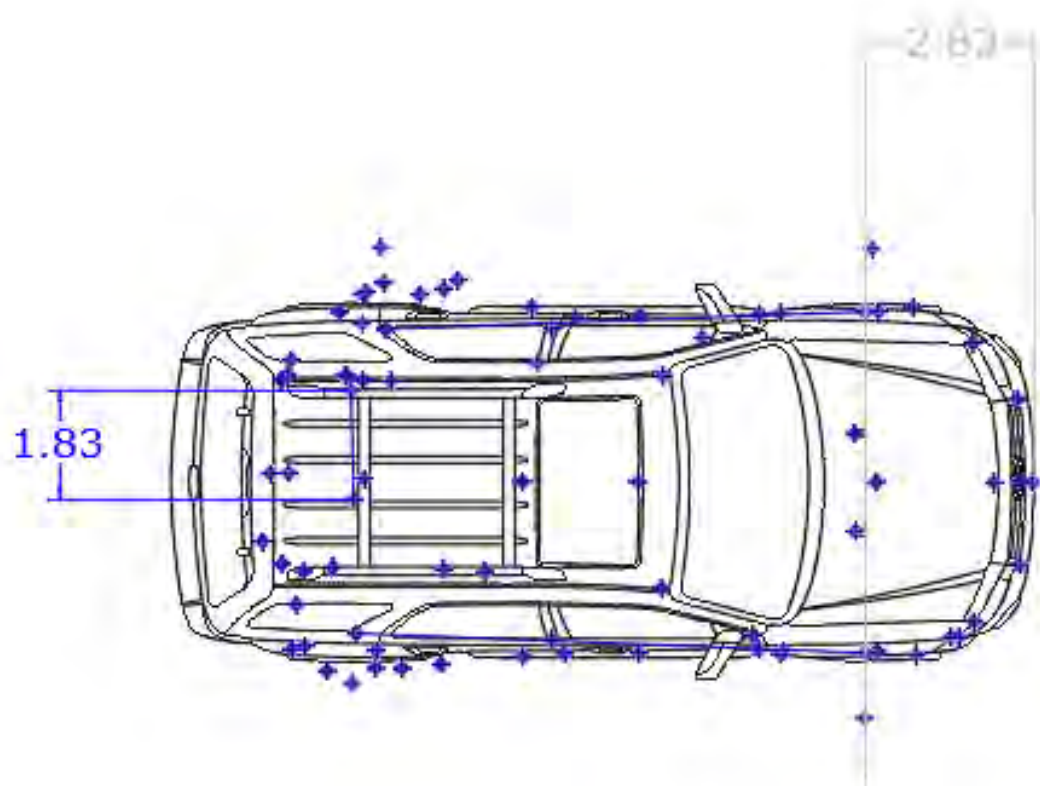
## Accident



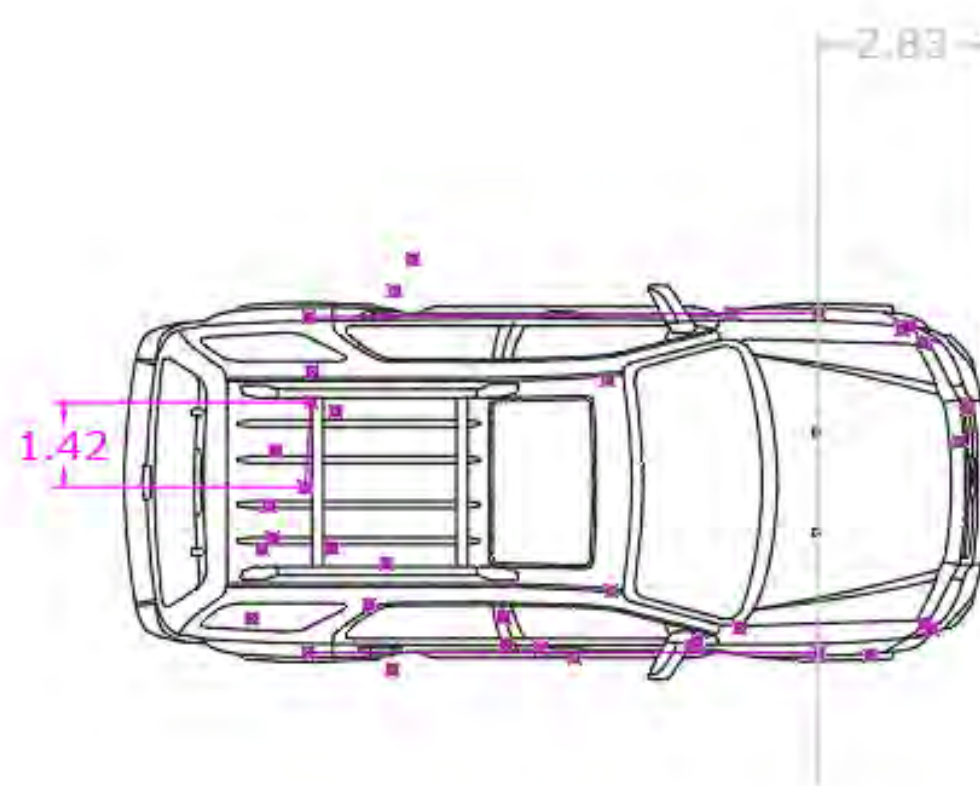
$$\Delta x = 1.42 \text{ ft}$$

$$\Delta = 0.41 \text{ ft} = 4.9 \text{ in}$$

**BRYSON 009463**



$\Delta x = 1.83$  ft



$\Delta x = 1.42$  ft

$\Delta = 0.41$  ft = **4.9 in**

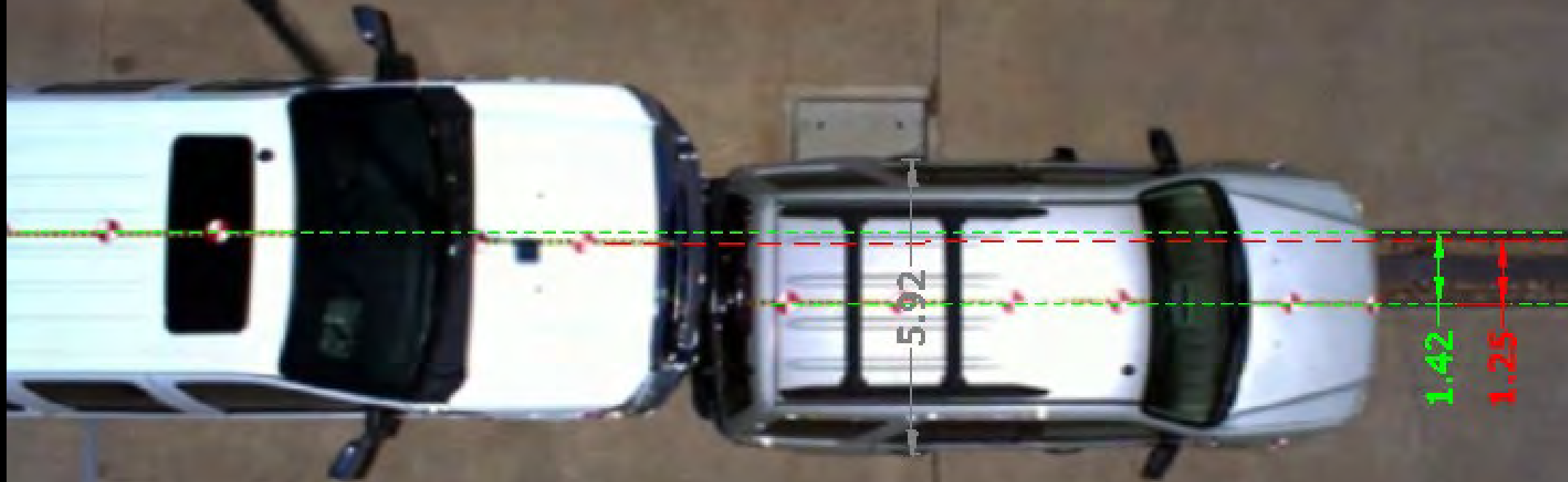
**BRYSON 009464**



# Method 3: Crash Test Photos

$\Delta$ Logo = 4.1 to 6.1 inches





$$\Delta x = 1.25 \text{ to } 1.42 \text{ ft} = 15 \text{ to } 17 \text{ in}$$

$$\Delta = (15 \text{ to } 17 \text{ in}) - (10.9 \text{ in}) = \mathbf{4.1 \text{ to } 6.1 \text{ in}}$$



**BRYSON 009467**

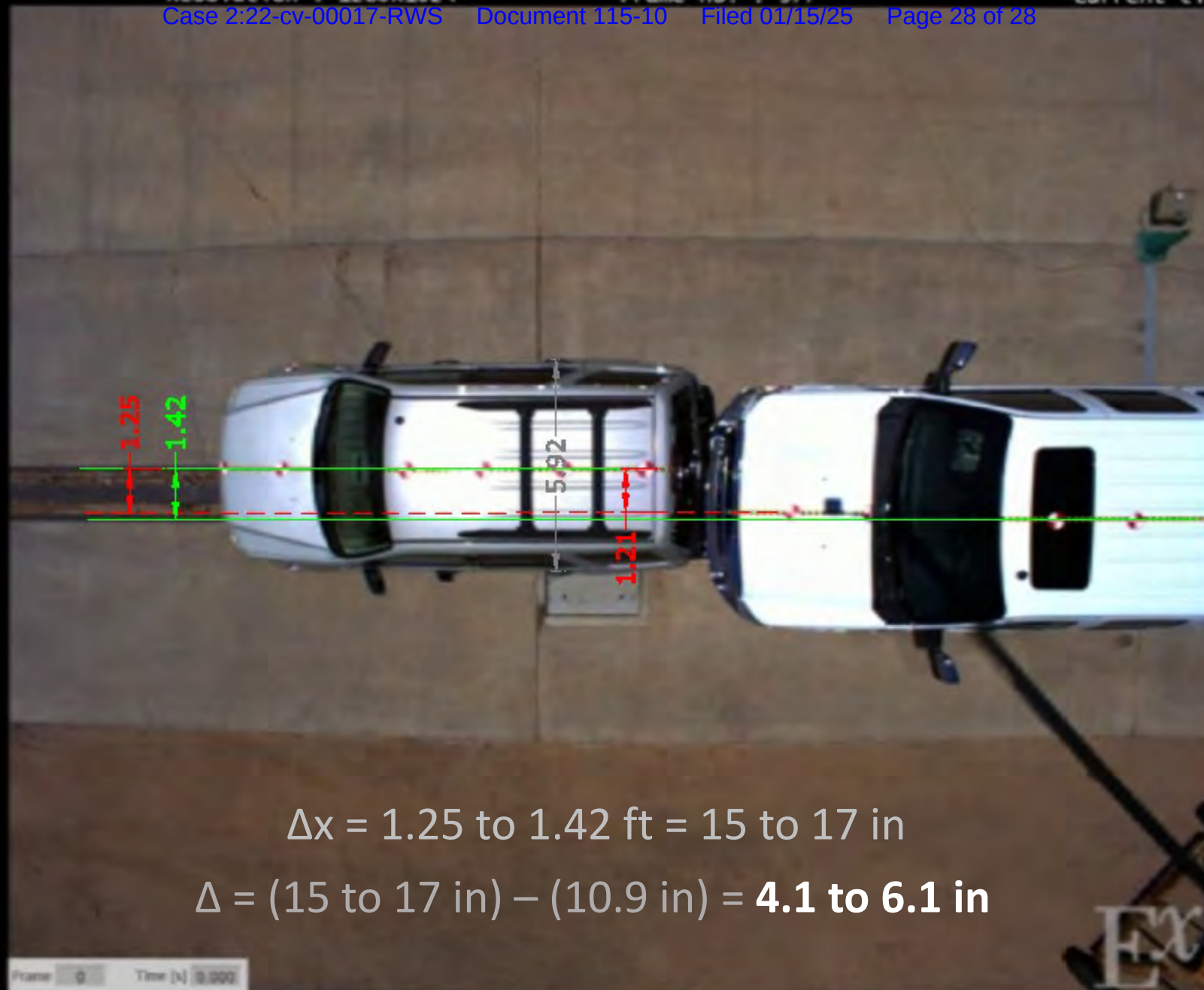


**BRYSON 009468**



**BRYSON 009469**





$$\Delta x = 1.25 \text{ to } 1.42 \text{ ft} = 15 \text{ to } 17 \text{ in}$$

$$\Delta = (15 \text{ to } 17 \text{ in}) - (10.9 \text{ in}) = \mathbf{4.1 \text{ to } 6.1 \text{ in}}$$

BRYSON 009470

**Figure 19: Impact configuration of F-250 and Escape from test video**